

THE
OVERLAND CHINA MAIL
(PUBLISHED EVERY
MAIL DAY.)
Contains the Week's News
of Hongkong and the
Far East.
Size (including Postage) to any
part of the world \$15.
per annum.

The China Mail.

ESTABLISHED 1845

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and THE OVERLAND CHINA MAIL
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No. 18,511.

號一十月四年六十百九千壹

HONGKONG, TUESDAY, APRIL 11, 1916.

辰丙次歲年五國民華中

PRICE, \$3.00 Per Month

THORNES

No. 4
OLD VAT
SCOTCH WHISKY.

SOLE AGENTS:
A. S. WATSON & Co. Ltd.
WINE & SPIRIT MERCHANTS,
HONGKONG.
TEL. 618.

HONGKONG POLICE RESERVE.

MOUNTED PATROLS.

A cheque for \$110 towards the first month's expenses of this Detachment has been received from E. S. Kadoorie Esq.

TRAVEL.

Mounted and Motor Patrols are hereby directed to send all reports of alleged traffic offences to Trooper C. H. Row, 14a Des Voeux Road.

DEFECTIVE.

For being absent from Patrol Duty three P. Ca. of No. 3 Company have each been ordered 3 hours Cells' Duty at Central.

The A.S.P. (R.) will supervise the proper carrying out of all default awards.

SENIOR OFFICERS.

Equipment Officers and Section Commanders will be held jointly responsible for seeing that every man has two complete suits of white uniform. This number is to include the single suit issued last summer.

ABSENCE FROM POLICE DUTY.

This Order is repeated for General information:- No Excuse of any kind will, in future, be accepted for absence from duty without the sanction of the Police duty unless intending absentees (a) obtain the certificate of the Surgeon Superintendent or such other emergency medical certificate as the Surgeon Superintendent may subsequently deem sufficient, or (b) Provide an efficient and unpaid substitute. Absentees failing to comply with the above requirements will without exception be dealt with and punished as defaulters as a matter of course and without further enquiry.

ORCHESTRA.

Wednesday, April 12th.-Practice 7 p.m. sharp.

F. O. JENKIN,
D.S.P. (Reserve).

NOTICE.

ANY EUROPEAN, Non ASIATIC or INDIAN, desiring to leave the Colony should apply in writing, for permission to do so to the Captain Superintendent of Police, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the Central Police Station between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily.

NORTH BRITISH & MERCANTILE INSURANCE CO.

IN WHICH ARE LISTED THE NAMES OF THE OCEAN MARINE INSURANCE COMPANY, LTD., and

THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL FUNDS at 31st DECEMBER, 1914.

£23,970,367.
I.-Authorized Capital £6,000,000.
Subscribed Capital £4,500,000.
Paid-up Capital £2,437,500.
II.-Fire Funds £3,837,047.
III.-Life & Annuity Funds £1,687,590.
Sinking Fund Account £23,230.
£23,970,367.
Revenue Fire Branch £2,381,456.
Life and Annuity Branches £2,141,593.
Revenue Marine Department 337,233.
Other Receipts 478,940.
£5,339,228.

The accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOMES & CO.
Agents.

DON'T Forget after the Show, Supper, and Light Refreshments.
ALEXANDRA CAFE
Open till Midnight.

BUSINESS NOTICES.

STEAM OR MOTOR VESSELS

6,000 Tons, 8,000 Horse Power now Built.
Steel Building Work of every Description.
Castings, Forgings, Repairs and Supplies.

Prompt Attention and Shipment to Destinations.

W. S. BAILEY & Co., Ltd.

ENGINEERS and SHIPBUILDERS.
KOWLOON BAY



WE HAVE RECEIVED NEW STOCKS OF

JEFFREY'S PILSENER BEER

(BREWED IN SCOTLAND.)

A. S. WATSON & Co., Ltd.

WINE AND SPIRIT MERCHANTS,

HONGKONG.

Telephone No. 618.

LA "GIRALDA"

MANILA CIGARS.

Excellentes	in boxes of 25	\$4.50
Imperiales	" "	25 3.25
Especiales La Giralda	" "	25 3.00
Perfectos	" "	25 2.75
Perlas	" "	25 1.90
Estrellas	" "	50 4.50
Reina Victoria	" "	100 8.00

SOLE AGENTS:

HONGKONG CIGAR STORE.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1833

MANUFACTURERS OF

PURE Manila ROPE

STRAND 1/2" to 1 1/2" CIRCUMFERENCE.	CABLE LAD 5" to 15" CIRCUMFERENCE.	4 STRAND 3" to 10" CIRCUMFERENCE.
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Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to

Shewan, Tomes & Co., General Manager.

Hongkong, April 11, 1916.

"MUMEYA"

"While-you-wait" Photography.

JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH APPARATUS AND MATERIALS WHICH CAN FINISH IN AN HOUR.

PRICE 2.00 per 8 pos. on Post Cards.

No. 8, Queen's Road Central.

TEL: No. 654

BUSINESS NOTICES.

THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

DRAVING DOCK 737' x 83' x 34'
Pumps empty Dock in 2-3 1/2 hours.

THREE PATENT SHIPWAYS taking vessels up to 3,000 tons displacement providing conditions for outfitting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY-ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR:-

JOHN I. THORNTON & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7 1/2 to 150 H.P.
As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, ETC.
Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE

HONGKONG, CHINA AND JAPAN, AGENTS.

Telegraphic Address:- "TAIKOODOCK." Telephone No. 212

VICTORIA THEATRE

TUESDAY, 11th APRIL, 1916.

A Well Acted Drama in 3 Parts

THE LONG ARM OF COINCIDENCE

Comedies:-

KITTY'S LITTLE LOVE AFFAIR,
WANTED; A MAMA,
SOME NERVE (Keystone Comic).

FRIDAY, 14th APRIL, 1916.

AN UNBEATABLE PROGRAMME

CHARLIE CHAPLIN IN THE PARK
CHARLIE AS JANITOR.

THE HONGKONG HOTEL

AND

GRILL ROOM

J. H. TAGGART,

MANAGER.

PEAK HOTEL

ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 2,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Telephone in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' Room, Roof Garden.

Terms:- From \$5 per day Mex.

Telegraph Add: "Peak Hotel."
P. O. PEUSTER,
Manager.

PATELL & CO.

Importers-Exporters

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HONGKONG.

Branches:-

SAN FRANCISCO, CAL.
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HANKOW,
SHANGHAI,
CANTON

KING EDWARD HOTEL

Central Location.

ALL ELECTRIC TRAM PASS ENTRANCE.
Electric Lifts, Fans and Lightings,
European Baths and Sanitary Fittings,
Hot and Cold Water Systems throughout.
Best of Food and Service.

Telephone 375.

Telegraphic Address:- "VICTORIA."
J. WITCHELL,
Manager.

SIEN TING.

Surgeon-Dentist

No. 14, D'ARQUILLAN STREET.

TERMS VERY MODERATE

Consultation.

BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LD.

Portland Cement

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGERS.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.
TUESDAY, 11th APRIL.
8 A.M. 'HONAM' 8 A.M. 'HONGSHAN'
10 P.M. 'FATSHAN' 5 P.M. 'KINSHAN'

WEDNESDAY, 12th APRIL.

8 A.M. 'HONGSHAN' 8 A.M. 'HONAM'
10 P.M. 'KINSHAN' 5 P.M. 'FATSHAN'

Single Fare by Night Steamer \$ 6.00
Return Fare by Night (available also for Return by day Steamer) 11.00
Single Fare by Day Steamer 5.00
Return Fare by Day Steamer 9.00

HONGKONG-MACAO LINE.

S.S. 'TAI SHAN' Tons 2000 | S.S. 'SUI TAI' Tons 1831.

HONGKONG TO MACAO.

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.

Sundays at 9 A.M. and 1 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays at 7.30 A.M. and 3 P.M.

EXCURSION TO MACAO.

SUNDAY, 16th APRIL.

The Company's Steamship "TAISHAN,"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.

and return from Macao at 3 P.M.

N.B.-The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

CANTON-MACAO LINE.

S.S. 'SUI LUN'.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDU-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.

S.S. 'SUI LUN', 588 Tons, and S.S. 'NAN TING', 469 Tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 A.M. and the other leaves Wuhow for Canton on the same days at 8.30 A.M. Goods and passengers about 9 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers 'LINTIAN' and 'BAIYU'. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the-

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

ROTEL MANSIONS (Fifth Floor),

Opposite the Plaza Hotel.

ALEXANDRA CAFE.

We Serve the Best Tiffin or Dinner in Hongkong for \$1.00.

Roast Ready for the Table, Hot or Cold Roast Turkey, Geese, Pheasants, Sirloin of Beef, Saddle of Mutton &c., Pork Sausages (own make) Game Pies, Pork Pies, Plum Puddings, Minced Meat, Minced Pies.

Bournville

The 'COCOA de Luxe'

HIGHEST GRADE
BRITISH MADE

"BOURNVILLE COCOA" represents the highest grade of nutritive cocoa at present on the market. It is full of vitamins (its high reputation in food value and delicacy of flavor, and is second to none in any respect whatsoever." Medical Magazine, March, 1912

CADBURY'S CHOCOLATES

In Tins and Fancy Boxes
Specially Packed for Export

"FROM THE FACTORY IN A GARDEN," BOURNVILLE, ENG.

Hongkong, 17, Dec. 1900



Hughes and Hough

ATTORNEYS TO THE GOVERNMENT
AND ADMIRALTY.

General Auctioneers
AND
Share, Coal and
General Brokers.

PROPRIETORS
"TO-KWA-WAN"
COAL STORAGE.

*Codes used
A.B.C. 4th & 5th Editions.
AL TELEGRAPHIC CODE.

Telegraphic Address
MEIRION HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),

FRIDAY.

the 14th April, 1916, commencing
at 2.30 p.m., at their Sales Rooms, No. 8,
Des Voeux Road, Corner
of Ice House Street.

AN ASSORTMENT OF
HOUSEHOLD FURNITURE, &c.
Comprising:
Sideboards, Dinner Waggon, Dining
Tables and Chairs, Chesterfield Sofas,
Arm-chairs, &c., Wardrobes and Toilet
Tables, Double and Single Brass and
Brass-mounted Bedsteads, &c., Miscellaneous
Furniture, several lots of Black-
wood Ware, Carpets, Pianos, a few
lots of Pekinese Cloisonne, Porcelains,
&c., &c., &c.

(Full Particulars from Catalogue.)
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, April 8, 1916.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK-DAYS.
7.00 a.m. to 8.00 a.m., Every 15 minutes.
8.00 a.m. to 10.00 a.m., Every 10 minutes.
10.00 a.m. to 11.00 a.m., Every 15 minutes.
11.30 a.m. to 12.45 p.m., Every 15 minutes.
12.45 p.m. to 1.15 p.m., Every 10 minutes.
1.15 p.m. to 1.45 p.m., Every 10 minutes.
1.45 p.m. to 2.15 p.m., Every 10 minutes.
2.15 p.m. to 3.00 p.m., Every 10 minutes.
3.00 p.m. to 8.00 p.m., Every 10 minutes.
WEEK-ENDS.
8.50 p.m. and 9 p.m., 9.30 p.m. to 11.00
p.m., every half hour.
11.00 p.m. to 11.45 p.m., every quarter of
an hour.

SUNDAY.

7.45 a.m. to 10.30 a.m., Every 15 minutes.
10.30 a.m. to 11.00 a.m., Every 10 minutes.
11.30 a.m. to 12.00 p.m., Every 15 minutes.
12.00 p.m. to 1.00 p.m., Every 10 minutes.
1.00 p.m. to 5.00 p.m., Every 15 minutes.
5.00 p.m. to 8.00 p.m., Every 10 minutes.
8.00 p.m. to 8.10 p.m., Every 10 minutes.
NIGHT CARS as on Week Days.

SATURDAY.

Extra Car at 12 midnight.
SPECIAL CARS by arrangement at the
Company's Office, ALEXANDRA BUILDING,
Des Voeux Road Central.

Season and punch tickets available for
all cars not already full running at the
time stated in the Company's time tables,
but not for special cars, can be obtained
on application at the Company's Office.
No Season ticket will be issued until
payment therefor has been made in Bank
Notes or by Cheque or Comprode order
representing Bank Notes.

JOHN D. HUMPHREYS & SON
General Managers.

"CHINA MAIL" PUBLICATIONS.

OBTAINABLE at the "CHINA MAIL"
Office, 5 Wyndham Street, Hong-
kong.

HISTORY OF UNION CHURCH
(1891-1903) ... 50
HONGKONG'S MUSICAL
HISTORY ... 50
NOTES ON WILD LIFE IN
HONGKONG AND SOUTH
CHINA. (By Rev. G. A.
Sanbury, M.A.) ... 50
Part I—Mammals and Birds ... 50
Part II—Reptiles, Amphibians and
Fishes ... 50
PREACHING OF THE GOSPEL
IN JAPAN AND TIBET
(Historical Pamphlet) ... 25
THE MISSIONS STRANGERS
(History of the Eastern
Churches) ... 1.00
CHINESE SCHOOL BOOK
("Pan-Yu King," translated
by E. J. Kital) ... 3
SIR ROBERT HART'S LAND
TAX MEMORANDUM (a
criticism) ... 20
WASHING BOOKS (for men) ... 20

INTIMATIONS

MOUNT AUSTIN THEATRE,
THE PEAK.

IN AID OF THE VETERANS' CLUB.

Children's Play

"Humpty Dumpty"

OR

"The Greedy Knave"

UNDER the Patronage of H.E. Sir
HARRY MAY, K.C.M.G., H.E.
Major-General VERTUE, Rear Admiral
Anstruther, C.M.G., etc., etc.

PERFORMANCES—

Thursday, 13th April—

Matinee at 5.15 p.m.

Tickets \$2 and \$1. Children half price.

Saturday, the 15th April—

Evening Performance at 9.15 p.m.

Tickets \$3.

Gallery lounge tickets \$3.

(Refreshments obtainable).

Tickets at MOUTRIE & Co.

Seats will not be reserved.

Hongkong, April 8, 1916.

5% RUSSIAN INTERNAL SHORT
TERMED LOAN OF 1916.

FOR RAISE 2,000,000,000.

SUBSCRIPTION to the above LOAN
will be opened from 23rd March, till
31st May inclusive.

The price of issue is 95%.

The loan is entirely free of Income Tax

and of other taxation.

The loan is redeemable at par on 1st

February, 1920, Russian style, without

option for the Russian Government to

convert it at an earlier date.

Coupons are payable half-yearly on the

1st February and 1st August, Russian

style.

As interest on the above loan runs

from 1st/14th February, the interest

accrued on date of subscription must be

taken into consideration and is to be added

to the price of issue.

The Russo-Asiatic Bank in Hongkong is

ready to accept applications for the above

named loan.

Special favourable rates will be quoted

for Russian exchange.

Payment may also be made in Roubles.

Applications will be made to Petrograd

free of telegraphic charges and commission.

40% only of the cost of the Bonds may

be paid on application, the balance to be

paid on receipt of the Bonds.

The Bank is also ready to give every

facility to subscribers in the shape of

advances against the scrips.

G. TISDALL,
Manager.

Hongkong, March 30, 1916.

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THE SITUATION IN CHINA.

The following extracts throw an
interesting light on the situation in
China.

WANG YIN-CHANG TO THE
REBEL GENERAL.

The following telegram was sent by
Wang Yin-chang to General Tso and other
Revolutionary leaders in the South.

"The Chief Executive has now cancelled
the Monarchy, and by this wise step the
object of your gentlemen had in view has
already been attained. You have not
obtained a great moral victory, therefore
it is necessary that you should derive the best
means to turn the victory into good account.
In my opinion it is to the interest of the
country that you gentlemen should lay down
your arms and exercise your influence for
the reform of the administration, and
your energy for the development of the
resources of the country. Then posterity
will not only regard you as champions
of the Chinese Republic but as reformers
of the Nation. Your names will go
down in the history of this country as
respected by generations to come. If you
should push things to their extreme the
country will be devastated by a prolonged
civil war, and finally you will only be
instrumental in bringing about anarchy and
robbery. Then your names will go down
into our own family. Then your names
will be a curse to the Nation. Your original
purpose was to maintain and save the
Republic, but it is feared that you will only
hasten the destruction of the nation. The
consequences of your present decisions will
be very serious, and I hope that you will
act wisely so that there will be no cause of
regret in future. The Kuomintang of the
1st and 2nd year of Min Kuo and the
present Government of the 3rd and 4th
year will serve as our great warnings, and
I believe that you have already made a
good study of the past, etc., etc."

Count OKUMA ON YUAN SHIH
RAIS MANDATE.

THINKS THE PRESIDENT OUGHT TO RESIGN.

Count Okuma has given to the world his
views on the latest phase of the Chinese
question. President Yuan he describes as
having been caught at a moment by himself,
and his trickery has met its fate in the
failure of his monarchical scheme. The
Japanese Government, acting in concert with
friendly Powers, has served on the Peking
Government a ultimatum, being
permeated that the introduction of a mon-
archy would provoke disturbances, but
President Yuan failed to appreciate this
advice, and set it at naught until he was
obliged to declare the abandonment of the
scheme. The Mandate of Heaven, which the
monarchy ought to have been issued, such
action, for the revolutionists, who were origi-
nally opposed to the monarchical regime,
have now become resolute and entertain
strong personal feeling against the Presi-
dent. President Yuan is now trying to
utilize both Sun Shih-chang and Yuan
Chi-jui, whom he once dismissed from
posts of responsibility, to mediate between
the North and the South. Granting that
they consent to this step, it will be very
difficult to say how far they are likely to
succeed in their efforts, because it is
remembered that a strong anti-Yuan
sentiment pervades the whole of China.
If President Yuan is really solicitous for
the welfare of his country, as he professes,
the best course to pursue in the present
circumstances will be to resign. In
President Sun's people appear to be
under the impression that China lacks
another statesman to replace President
Yuan, and that, therefore, the situation
would be complicated by his resignation,
but Count Okuma does not endorse this
view. He thinks peace and order would
be restored in China immediately President
Yuan resigned, and that it would be easy
to find a successor.

POSSIBLE—OR IMPOSSIBLE
PRESIDENTS.

A Japanese paper, Yozoku Choku,
which seems to be closely in touch with
the revolutionary elements in China,
recently answered the question as to what
men are capable of guiding the destinies of
China, by giving the following list:
Tsun Chuan-Hsuan.
Kang Yu-Wei.
Huang Hsin.
Sun Yat-sen.
The ex-Manchu Emperor.
Commenting on this list the Peking
Daily News says—
It is a delightful list. The first named,
Tsun, was better known to the foreign
community as "Butcher Chuan." An epithet
he gained by his aesthetic taste in reformat-
ing. After his troops had captured and
killed a notorious bandit, the mild-mannered
Tsun drank a cup of his blood. This, how-
ever, is not his only claim to respectful
attention. When the rebellion of 1913
broke out Tsun was acclaimed by the rebel
Press as the "Generalissimo of the
Famine Expedition." He was at the time
in Shanghai. At first he did not com-
mit himself one way or another, but
when he saw that the military measures
that President Yuan Shih-kai had taken to
maintain order were certain to be suc-
cessful, he plaintively declared that he
had never accepted the post, and fled panic-
stricken to Hongkong, whence he proceeded to the Straits
Settlements.
[It was in fact from Canton that Tsun
fled to Hongkong—Ed. C. M.]
Of Kang Yu-wei it is unnecessary to
speak other than to suggest that, while he
is held in great esteem by a large number
of Chinese, he would hardly fill the difficult
office of President. He is a statesman, as
the Three-legged General, a name he has
won by the celebrity with which he has

always disappeared when personal danger
threatened. He is also distinguished by the
absence of mind that he has invariably
displayed about the pay for his troops,
which, in a manner no doubt much
annoying to him, persistently found its
way into his own pocket. To suggest Dr.
Sun Yat-sen as President of China shows
that the Yozoku is gifted with a sense of
humour.

The most delightful suggestion of all is
that the little Manchu ex-Empress should
be restored. As we have so often pointed
out, the revolution of 1911 was anti-
Manchu; the rebellion of 1916 is allegedly
anti-Monarchical. With fine irony the
Yozoku, one of the companions-in-arms of
the Chinese rebel Press, suggests that both
the monarchy and the Manchus should be
restored. In this what the rebel leaders
are persuading their dupes to fight for?

When the names of the possible suc-
cessors of President Yuan Shih-kai were
to be resorted to, it is obvious to the
most intelligent that nothing could
save the country, in its present condition,
were he to consult his own comfort and
probably inclination, and retire into
private life. Not one of the men named
could control the military chiefs who obey
President Yuan Shih-kai because they
think that to a man of his ability obedience
can be properly rendered. It is not wise
to be dogmatic, but it is probable that if
the President were to resign a state of
anarchy would ensue, which would
terminate with China being endowed with a
monarchical system, but with the monarch
the other side of the Yellow Sea.

ON NOT ANSWERING LETTERS.

A CONFLICT OF WILL.

There would be a great satisfaction in
not answering letters if it could be done
without misgiving.

But an uneasy conscience seems to be
always part of the process, and even if
they never are answered, it is only
because one puts them off until one
forgets them. People like Napoleon may
be determined not to answer them from
the first, and get a pleasure from that
resolve; but most of us are not like
Napoleon, and we do, consciously, mean
to answer them, even if the unconscious
part of us means otherwise. Perhaps it
is the unconscious part of us that loses
them, when they are lost, according to
that theory of Freud which explains all
mistakes as unconscious will.

At any rate, those who do not answer
letters have a great power of mislaying
them; and then, if it becomes absolutely
necessary to answer them, that is to say
if the will to answer becomes pre-
dominant, they find them again. All this,
of course, does not apply to offices and
such places, where there is always one
will to answer and a system by which
they are not lost but even preserved after
they have been answered.

Men of business are cross with those
who do not answer letters; they even feel
virtuous over their own punctuality and
dispatch. They forget that it is their
business to answer letters, and they would
have nothing to do if they did not answer
them. Letters come to them in the
morning and they answer them straight-
off and as naturally as they eat their
breakfast. But the man who does not
answer letters does something else
naturally. Perhaps he is a poet, and his
morning is the time when he writes his
poetry best.

If he answered his letters then he
would cease to be a poet. Then, when
he has finished with his poetry, he is too
tired to write a good letter, and he would
rather write none at all than a bad one.
So it goes on from day to day; and after
some days of uneasy conscience he
succeeds in mislaying the letter and in
forgetting all about it.

Writers, generally, are bad at answering
letters, or good at not answering them;
and the reason is plain. All sorts of
people write to them who are not writers
by profession, telling them how much
they have enjoyed their writings, or have
failed to enjoy them. But to the writer
answering letters is a disgusting just
because writing is his trade and he does
not want to fill his leisure with it. And
then, if he is a fastidious writer, he will
labour even at a letter and refuse the
phrases that come so readily to the man
of business. He cannot begin "your
favour to hand, covering as advised."
He must suit the words to the occasion
and the mood; but to do this is always
difficult, and he would rather not write
at all than fail to do it. So he does not
write at all, and is supposed to be haughty
or ungrateful. Of course he ought to
have a secretary and a system; but
perhaps he cannot afford the one nor
achieve the other. There again, he is
unlike the man of business who has both
as a matter of course. But all these are
excuses and betray that uneasy conscience
which always spoils the pleasure of not
answering letters.

If only one could read a letter and say
with triumphant resolution "I will not
answer this," then one could enjoy the
post fresh every morning. But this is
impossible. There is always a conflict
between the conscious and the uncon-
scious will, and sometimes one wins
sometimes the other. Sometimes letters
are thoroughly lost and forgotten; some-
times they are only mislaid and at last
found and answered with labour and
sorrow by the conscious will. One wishes
that it were possible in some way to go
through the Bankruptcy Court in the
matter of letters, without offering any
composition to one's creditors. But even
that could hardly be done without some
kind of correspondence. The perpetual
bankruptcy would have to be advertised

HAVE YOU A BAD LEG

with wounds that discharge or abscesses, patches
surrounded with inflammation and swelling, that
you press your finger on the inflamed part
it leaves the impression. If so, under this
you have poison, which does all the remaining
the joints being attacked, the same with the
limbs, round which the skin may be discoloured,
or there may be a swelling of the disease, if allowed
to continue, will aggravate you of the power to walk.
You may have rheumatism, or other diseases, and
hold your side in hospital, or advised to submit to
treatment, which is a serious cure in some cases.
Grasshopper Ointment, which is a certain cure in some cases.
Grasshopper Ointment, which is a certain cure in some cases.
Grasshopper Ointment, which is a certain cure in some cases.

Grasshopper Ointment

AND PILLS. Prepared by Albert, Albert

Homes, Paragon Street, London, England.

Pills in England 1/11 and 2/9 per box.

Agents:—A. S. Watson & Co., Ltd.,

Hongkong.

and this would mean one letter, if not
more.

The best that can be done, in practice,
is to establish the convention that you
do not answer letters; and the worst of
that is that you cease to receive them.
For there are few people who do not like
to receive letters. There is always some
pleasure in looking at them unopened, if
they are not evidently bills; and one
presents a morning with no post. There-
fore it is well to answer one now and
then, so as to keep your correspondence
alive; sometimes it is even a relief to
answer many, when they have piled up
in great arrears and lie heavy on your
conscience. After that you feel quite a
man of business and virtue until the
arrears begin to accumulate again.—
Correspondent in the "Times."

FEDERATED MALAY STATES WAR
LOAN.

The Legal Adviser, introducing the
War Loan Enactment, 1916, on a
certificate of urgency at a recent meeting
of the Council of the Federated Malay
States, said that the object of the bill
was to render some humble measure of
assistance to the British Empire in the
great struggle now raging over more than
half the world. Regarding the Bill he
did not speak as being at all behind the
scenes, but he thought it owed its exist-
ence to the observations of Mr. Macfadyen
at the meeting of the Council in Novem-
ber last, when the hon. member drew
attention to the fact that the adverse
balances against these States had been
some extent a burden upon the
general Imperial resources of the Em-
pire and the object of the Bill was to
remove that burden.

He then went on to say that the Bill
which he now introduced did not carry
exactly all the suggestions put forward
by Mr. Macfadyen, because it said
nothing about the payment of debts, but
it provided for the handing over of the
whole proceeds of the loan to the Imperial
Government. The terms were based
largely on those in the General Loan
and Inscribed Stock Enactment of 1914
so far as that law applied to the raising
of money by debentures. It provided for
the charging of the loan upon the general
revenues and assets of the States, repay-
ment in a period of five years, an interest
of six per cent. for the bonds being
bears bonds and for other matters of
detail. Regarding the interest being at
six per cent., that was of course not a
high rate of interest as interest went
here but, it might be hoped that the
excellence of the security and the nobility
of the object would reconcile potential
buyers. The limit of the amount of the
loan was \$15,000,000, which was of course
only a small sum and which if fully
obtained would be merely a drop in the
ocean having regard to the total cost of
the war.

Mr. Balford went on to remark that this
was the first occasion on which these
States had appeared in the guise of bor-
rowers and they were proud that this first
occasion should be for such a high pur-
pose.

His Excellency Sir Arthur Young, the
High Commissioner, in the course of a
speech eulogised the loyalty and patriot-
ism of the Chinese community, some
prominent members of which had come
forward to assist. Towkay Loke Yew,
C.M.G., had promised to put in
\$1,500,000. (Cheers.) Towkay Eu Tong
Sen had put in the Council that he
was standing in \$400,

THE WAR.

TO-DAY'S TELEGRAMS.

(Routledge's Service to the China Mail.)

VERDUN.

"ANOTHER HECATOMB."

FRENCH RESISTANCE REMAINS UNBREAKABLE.

PARIS, April 10.

A semi-official statement says the German attack on the French line from Avocourt to Cumiercy was launched with great force on a seven-mile front and was kept up desperately the whole day.

The only result was another hecatomb.

French resistance remains unbreakable.

SUBMARINE PIRACY.

LONDON, April 10.

The British steamer *Zafra* has been sunk.

LATER.

The sinking of the steamers *Pecon* and *Eastern City* are announced. The crew of the former was rescued. The Norwegian steamer *Sjofort* has been sunk. The crew was saved.

FLUSHING STEAMSHIP SERVICE RESUMED.

FLUSHING, April 10.

The steamer service with Great Britain has been resumed.

SWEDEN AND MANGANESE ORE.

LONDON, April 10.

Sweden has prohibited the export of manganese ore.

GENERAL TOWNSEND'S FORCE.

LONDON, April 10.

In the House of Commons Mr. Tennant said he had no information as to whether General Townsend (besieged at Kut) had sent a reply to the King's message indicative of the spirit of his troops.

AUSTRALIA AND VOLUNTARY ENLISTMENT.

MELBOURNE, April 10.

Mr. Pearce, the Minister of Defence, in a speech at a gathering of Trade Unionists, said the Commonwealth policy was to do their utmost to assist the Allies to win. Their policy was one of Voluntarism, but they were being defended by the conscript armies of the Allies, and sooner than submit to German rule he would have conscription, but he believed they could do their duty by voluntary enlistment.

GERMANY AND ISLAM.

PROGRAMME BEFORE THE WAR.

LONDON, April 10.

Further search of the German archives captured at Mosh shows that not only was an anti-Islamic programme definitely drawn up, but just before the outbreak of the war steps had been taken to carry it out. The recipients of the circular mentioned in the telegram on the subject a few days ago had been instructed to report on the matter within three months.

The official recommendations were to prohibit all Government officials following the Mussulman faith; secondly, to prepare a register of all mosques; thirdly, to prohibit circumcision except by licensed persons who must submit to an examination by a German official before receiving a licence.

Nevertheless, Germany is now figuring as the chosen champion of Islam.

The Hon. Treasurer of the Alice Memorial Fund has been asked to acknowledge with thanks a donation of \$100 from the Colonial Government to the funds of the Hospital.

It is not generally known, but there is such a thing as a February 30, and there are even more cards in existence bearing the date. It only occurs on steamers crossing the Pacific, and is caused by the psychological moment: a day is gained on the voyage, and when it follows February 29 in Leap Year, it is February 30. It is said that a day of catching the To-morrow-Whirlwind-Comes, and that it may come to the rescue of any ship that is delayed by a day. It is said that it may come to the rescue of any ship that is delayed by a day.

VERDUN.

AN EYE-WITNESS'S ACCOUNT.

BY LORD NORTHCLEFFE IN "THE TIMES."

We take the following from Lord Northcliffe's account of his visit to the Verdun battlefield:

VIEW OF THE BATTLEFIELD.

As one approaches the battle one volume of sound becomes louder and at times terrific. And it is curious, the mingling of peace with war. The chocolate and the pneumatic tire advertisements on the village walls, the kilometre stone with its ten kilometres to Verdun, a village where peacefully striding along the village street, just as though it were March, 1914, and no congregation had not been sent away from the war zone, while their houses were filled by a swarming army of men in pale blue. Such a wonderful blue this new French invisible cloth. A squadron of cavalry in the new blue and their steel helmets passes at the moment, and gives the impression that one is back again in what is known as the romantic days of war.

Arrived at the battlefield, there are a dozen vantage points from which with glasses, or, indeed, with the naked eye, one can take in much that has happened. Verdun lies in a great basin with little Verdun Meuse twining in the valley. The scene is, on the whole, Scottish. Verdun from where I saw it, might be Perth, and the Meuse, the Tay. Small groups of first dark some of the hills, giving a natural resemblance to Scotland. The town is being made into a second Ypres by the Germans. Yet, as it stands out in the sunlight, it is difficult to realize that it is a place where people have all gone, save a few of the faithful who live below ground. Ypres looked like that the first time I saw it when the war began. The tall towers of Verdun still stand close by us as a hidden French battery, and it is pretty to see the promptitude with which it sends its screaming shells back to the Germans within a few seconds of the dispatch of a missile from the Hun. One speedily grows accustomed to sound and scene, and can follow the position of the villages about which the Germans pretend to mislead the world by wireless every morning. We journey farther afield, and the famous fort of Douaumont is pointed out. The storming of Fort Douaumont as related by the German dispatches is on a par with the sinking of the *Tiger* and the recent air bombardment of Liverpool. All the world knows that the *Tiger* is, as she was before the Germans sank her in their newspapers, one of the finest ships in the world, and that the air bombardment of Liverpool was imagined in Berlin. The storming of Fort Douaumont was a military operation of little value. A number of the Douaumonters climbed into the gunless Fort Douaumont, and some of them are still there, supplied precariously with food by their comrades at night. They are practically surrounded by the French, whose Headquarters Staff regard the whole incident as a simple episode in the give-and-take of war. The announcement of the fall of Fort Douaumont to the world evinces the great anxiety of the Germans to magnify anything concerning Verdun into a great event. It should also cause people to apply a grain of salt to German official communications before "swallowing" them. These modern battles have now been described so frequently that there is little new to be said of them. Of the battle of Verdun it can be said that on a fine day and out of sight of the horrors of the hand-to-hand encounters its surroundings make it a beautiful battle. There is rather more bird life in that part of France than in some others, and we noticed with particular interest the spirit and the cheerful song of a lark as it rose warbling hard by the spot where a French "75" was splitting the ears with its snip and scream.

BRITISH ANNUANCES.

As we leave the battlefield and come to where is the first Red Cross Station it rejoices our English eyes to notice the number of English ambulances bearing the inscription of the British Red Cross and the Order of St. John of Jerusalem, which are allowed to aid the French. It will please the miners and mine-owners of Derbyshire and Nottinghamshire to know that many of the wonderful carriages are of their gift. The Red Cross flags that flutter poetically gay, as the cars drive along the well-cared-for road, make one anxious, but a few inquiries prove that the losses of the day have been inconsiderable.

As night falls we come across our first conveyer of the great hooded motor lorries, which my companion counted by the thousand while we were on our way between Paris and the Meuse. The war has reduced motor transport to a science, and in no way is French efficiency better demonstrated than in the manner in which they have added to the carrying capacity of their railways and great canals. They have utilized thousands of miles of poplar and lime-lined roads for mechanical transport at 15 miles an hour. On one road alone we counted 20 motor convoys, each composed of about a hundred wagons, and each group indicated by some simple mark, such as a four-leaved shamrock, an ace of hearts, or a cross.

Who are the men who are organizing the great battle for the French side? Let me at once say that they are young men. General Petain, one of the discoverers of the war, still lately colonel, is still in his fifties, and most of the members of his staff are much younger. One hears of luxury at Headquarters, but I have not experienced it, either at our own Headquarters or at the French General's.

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Petain, when I enjoyed his hospitality at luncheon, drink tea. Most of his young men contented themselves with water, or the white wine of the Meuse. There should be less excitement at Headquarters of armies than at any part of the battlefield.

THE FRENCH GENERAL.

In the brief meet he allowed himself he was merely an interested spectator. In appearance he resembles Lord Roberts, though he is of large build. In accordance with the drastic changes that the French, like the Germans, are making in their Command, his rise has been so rapid that he is little known to the French people, though greatly trusted by General Joffre and the Government. I naturally did not ask his opinion on any matters connected with the war. We discussed the Australians, the Canadians, the great growth of the British Army, and kindred matters.

At another gathering of officers some one asked whether the French would not expect the British to draw off the Germans by making an attack in the West. "It is questionable," replied one young officer, "whether such an attack would not involve disproportionate losses that would weaken the Allies." The same officer pointed out that, although the capture of Verdun would cause great regret, owing to the historic name it bears, it would not, for many reasons, be more important than the pressing back of any other similar number of miles on the front. Forfeiting of little account, the introduction of the big German hammer, he believed that General Sarrail had said that the question was not one merely of dismantling the forts, but of blowing them up. As it is, when the Germans capture a piece of land where an old fort happens to be, they will use it as an advertisement. But though the French officers are not looking to us, so far as I could learn, for active co-operation now, they are most certainly urging that when our new armies and their officers are trained we shall aid them by bearing our full share of the tremendous military burden they are now carrying. The present attack on the French at Verdun is by far the most violent incident of the whole Western war. As I write it is late. Yet the bombardment is continuing, and the massed guns of the Germans are of greater calibre than have ever been used in such numbers. The superb calm of the French people, the efficiency of their organization, the equipment of their cherry soldiers, convince one that the men in the German machine would never be able to compare with them even if France had not the help of Russia, the five British nations, Belgium, Serbia, Italy, and Japan. It is unsafe to prophesy about war as it is to prophesy about any other human affair, but this prediction one can make, and with certainty, that whatever may be the result of the attack on the Verdun sector, every such effort will result in adding many more thousands of corpses to those now lying in the valley of the Meuse, numbers of which are being so carefully concealed from the neutral world and the Germans themselves, and could neutralize the kind of men whom the Germans do not scruple to use as soldiers their faith in Teutonic efficiency would receive a shock.

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WHY THE GERMAN FLEET MUST FIGHT.

BRITISH NAVAL EXPERTS' CONCLUSIONS.

The following article, which appeared in *Perron's Weekly*, was one of the last written by the late Mr. Fred T. Jones, the well-known authority on naval affairs, whose death occurred a fortnight ago.

Will there be a big naval battle before the end of the war?
I am asked to write an answer to this question. Put in these words, one is driven to reply that it depends on what is understood by the word "battle."

On land there has been incessant fighting for nearly eighteen months, yet there has not been a single "battle" in the old sense of the word.

Similarly on the sea there have hitherto tended to be of the nature of skirmishes rather than set fights. No battleship has once engaged another battleship, and even when—as on the Dogger Bank—battleships fought each other, there was no stand-up fight on the old lines. Things have altered much during the last few years, and sea-fights now are apt to be lost and won before a ship is fired.

If, however, the question be put in another form, such as "Will the German Fleet come out?" then I answer that I believe that it will and that once having come it will not return. But that does not necessarily mean a spectacular fight on Trafalgar or Tushima lines, Dreadnought hammering Dreadnought, till one side is annihilated in the crash of titanic struggle.

WHAT OUR SUBMARINES WILL DO.
More probable it is that our submarines (in which we have now an overwhelming superiority) will slaughter the German Dreadnoughts what time our battle fleet hangs around waiting to mop up the pieces.

There is no poetry in modern naval warfare; scientific slaughter is now the order of the day.

And as to how and why the Germans will come out, this will probably be due to the pressure of public opinion in the Vaterland rather than to any strategical objective.

Germany has spent enormous sums in creating that Navy, which at present lies idle in the Kiel Canal. From the Kaiser's point of view an unbeaten fleet is some kind of asset to bargain with in case of land failure, or to do something with in case of victory.

As a business proposition this is sound enough, or would be, but for the fact that the German people have for years been taught that both their ships and men are better than ours.

It is quite untrue, of course, but they have been told the lie so often that the majority of them honestly believe it. And when the land pressure grows too severe there will probably be a frantic demand for a last sporting hazard on the sea—a demand so insistent that the Kaiser will be unable to resist it.

DESTRUCTION SURE AND CERTAIN.
Indeed, when it is realized that the game is up, the Kaiser himself may be driven to lead his fleet to destruction, the fleet being his special toy, "our future lies on the water." It will be but poetic justice if this be his doom—to go to perdition with the fleet which he created to set purposes to destroy us.

That it will be destruction for the Germans is sure and certain. We are about three to one against them in Dreadnoughts, every British Dreadnought's crew insured with eighteen months of hardship what time the Germans have grown fat and lazy in harbour.

In submarines our superiority must be quite test to one—possibly more. It is inadvisable to attempt to give exact figures. In all subsidiary craft, from battle-cruisers to destroyers, the superiority rests with us—thanks to the Navy League.

The British Navy League never talked

about "The Day," as did its German rival.

For one member that our Navy League British German concern numbered ten.

But like Gideon's little army, our Navy League saw to it that the British Navy was kept up. If few they were they fought the fight and foiled the naval dreams of the Kaiser.

GERMAN NAVY LEAGUE WILL FORCE MATTERS.
The numerical strength of the German Navy League, which will probably eventually force the Kaiser's fleet to come out, is well over a million. Our Navy League had more than 20,000 members, men and women—or rather, perhaps, I should say, women and men, for it was the fair sex which did most of the work.

It sounds far-fetched, of course, but all the same, it is no exaggeration to say that a handful of English women are mainly responsible for the coming (late of the Kaiser's navy. All honour to them!

Here enters another factor. When Villeneuve was sent out to meet Nelson at Trafalgar by orders of Napoleon, he knew right well that he was going to destruction. "Not he went."

Ten years or so ago, when Rodzestanski was sent with the Baltic Fleet as a last effort against Togo and Japan, he knew that he, too, was going to destruction. "But he went."

So, also, I take it, will the Germans go. They will know well enough of the useless sacrifice to which they are going—but "they will go." And as like as not they will go cheerfully, in order to win our respect. Which sounds strange, but so things are.

There is a thing known as "The Brotherhood of the Sea." And that Brotherhood is this, that you love the man you have killed or maimed, and equally, he loves the man who has maimed him.

In neither Fleet probably is there a single officer or man animated by anything of the nature of personal hate. The Fleet will kill each other merely for the sake of personal esteem.

Consequently even though the pressure of German public opinion failed, even though all diplomatic demands that the German Navy should remain safely in harbour to the bitter end I believe that the German Navy will come out and die at our hands, and all over this "Brotherhood of the Sea."

Of the German Army, the least said is the soonest mended. We know its vile atrocities. In the matter of Belgium it has—its own thinking—excused itself on the grounds of "necessity." Whether or no we believe this, it does.

GERMAN NAVAL NOT BLACKGUARDS.
For the rest, however, it has against it innumerable crimes, which admit of no palliation.

But of the German Navy as a whole none speak ill. It has (or had) its blackguards—like those who massacred the Lusitania and other lesser ships.

On the other side of the scale were men like Captain von Muller of the *Emden*, who conducted war as officers and gentlemen.

In doing so they were certainly not "Prussians"—it is doubtful if they were "good Germans"—in the Kaiser's ideal. Still, when all is said and done, the German Navy has for years modelled itself on the British Navy and sought to follow British ideals.

On that account I am of opinion that it will follow the British model, and believe that it is better to the fighting than to face an inglorious surrender. Our Admiral Cresswell who perished off Cape Espingue against Von Spee, set the example. He might have run away, but he preferred to die for the honour of the flag, much as Sir Richard Grenville did in Elizabethan days.

I think I may say that this is how the British Navy fought that the German High Sea Fleet will end. It will prefer to die for the honour of the flag, much as Sir Richard Grenville did in Elizabethan days.

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STRAITS RUBBER COMPANIES.

SHARE QUOTATIONS.

SINGAPORE, April 3rd.

STERLING SHARES.

NOM. VALUE.

2 1/2 Anglo-Java

2 1/2 Anglo-Malay

2 1/2 Ayer Kuning

2 1/2 Bataung Malaka

2 1/2 Bataung Malaka

2 1/2 Bataung Malaka

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BANKS

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000

RESERVE FUND \$15,000,000

STERLING \$15,000,000

SINGAPORE \$15,000,000

Te-day's Advertisements

HONGKONG YACHT CLUB.

THE Postponed LADIES DAY and presentation of prizes will take place at the Club House North Point on SATURDAY April 15th, on which occasion the Commodore and Members of the Club will be at home to their friends from 6 to 8 p.m.

The presence of the Ladies is specially requested.

T. A. LOUGHLIN,
Hon. Secretary.

Hongkong, April 11, 1916. 521

PUBLIC AUCTION.

VALUABLE LEASEHOLD PROPERTIES.

Hung Hom in the Colony of Hongkong and being Kowloon Marine Lot No. 83, and Kowloon Island Lot No. 1178 to be sold in One Lot

THURSDAY,

the 4th day of May, 1916, at 3 o'clock p.m.

by
MR. GEO. P. LAMBERT, Auctioneer
at his Auction Rooms in Duddell Street.

The Property consists of—

All those pieces or parcels of ground situate at Hung Hom in the Dependency of Kowloon and Colony of Hongkong and registered in the Land Office respectively as Kowloon Marine Lot No. 83 and Kowloon Island Lot No. 1178. Kowloon Marine Lot No. 83 contains an area of "159,300 square feet" and is held for the term of 75 years from the 16th May, 1904, (renewable for another term of 75 years) created therein by a Crown Lease dated the 16th day of October, 1900 and made between His Late Majesty King Edward VII of the one part and Donald Macdonald and John Wilkie of the other part subject to the payment of the Crown rent to the Government and performance of the Lessee's covenants therein reserved and contained.

Kowloon Island Lot No. 1178 is situate on the Northwest side of Kowloon Marine Lot No. 83 and contains an area of "27,073 square feet" and is held for the term of 75 years from the 16th May, 1904, (renewable for another term of 75 years) created therein by a Crown Lease dated the 16th April, 1911 and made between His Majesty King George V. of the one part and the said Donald Macdonald and John Wilkie of the other part subject to the Crown rent and to the observance and performance of the Lessee's covenants therein reserved and contained.

Crown Rent of Kowloon Marine Lot No. 83—\$1,284 per annum Crown Rent of Kowloon Island Lot No. 1178—\$848 per annum. Particulars and conditions of sale may be had from

Messrs. DEACON, LOOKER,

DEACON & HARSTON,

1, Des Vaux Road, Central,

MR. LEO DAIMADA

E. CASTRO,

Old Supreme Court Building,

Vendors' Solicitors,

and also from

MR. GEO. P. LAMBERT,

The Auctioneer.

Hongkong, April 11, 1916. 530

EXCHANGE.

Hongkong, April 11, 1916.	
On London—	
Bank Wire—	2 1/2
On Demand—	2 1/2
30 days sight—	2 1/2
4 months sight—	2 1/2
Credit, 4 months sight—	2 1/2
Documentary, 4 months sight—	2 1/2
On Paris—	
On Demand—	29 1/2
Credit, 4 months sight—	30 1/2
On Berlin—	
On Demand—	—
On New York—	
On Demand—	48 1/2
Credit, 60 days sight—	—
On Bombay—	
Wire—	—
On Demand—	102 1/2
On Calcutta—	
Wire—	—
On Demand—	102 1/2
On Singapore—	
On Demand—	86 1/2
On Manila—	
On Demand—	86 1/2
On Shanghai—	
On Demand—	71 1/2
30 days sight (private paper)—	—
On Yokohama—	
On Demand—	90 1/2
Gold Leaf, 100 fine (per oz.)—	54.60
Silver (per oz.)—	29.80
50 Silver in Hongkong—	29 1/2
Chinese Copper Cash—	14 1/2
Chinese Copper Cents—	3 1/2
Rate of Native Interest—	2 1/2
Chinese Sub. Coin—	15 1/2
Hongkong Sub. Coin—	7 1/2

HONGKONG TIDES.

The tide-table given below has been compiled at the Nautical Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1878-89.

The zero of the table corresponds with the zero of the sounding in the Admiralty Chart, which has been found to be a feet 9 inches below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 3 feet 4 inches, and on the gauge at Lamou Dock, Aberdeen, add 10 feet 6 inches to the height given in the table.

April 12th to 15th, 1916.

HIGH WATER				LOW WATER			
Day	Month	Mean Time.	Height	Day	Month	Mean Time.	Height
Wed.	12	4:40	1.2				
Thur.	13	4:55	1.3				
Fri.	14	5:10	1.4				
Sat.	15	5:25	1.5				
Sun.	16	5:40	1.6				
Mon.	17	5:55	1.7				
Tue.	18	6:10	1.8				
Wed.	19	6:25	1.9				
Thur.	20	6:40	2.0				
Fri.	21	6:55	2.1				
Sat.	22	7:10	2.2				
Sun.	23	7:25	2.3				
Mon.	24	7:40	2.4				
Tue.	25	7:55	2.5				
Wed.	26	8:10	2.6				
Thur.	27	8:25	2.7				
Fri.	28	8:40	2.8				
Sat.	29	8:55	2.9				
Sun.	30	9:10	3.0				